

# Triumph Mayflower Club



Worldwide Membership

WINTER ISSUE 2006 No. 120



# FLOWER POWER

# **THE TRIUMPH MAYFLOWER CLUB**

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*When writing to a committee member and you require a reply, please enclose a  
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their positions in their spare time and not  
as a full-time occupation, so when contacting them other than by letter, please ensure that  
you choose a reasonable time of day*

FLOWER POWER

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*Cover: New member, Michael Davidson's Mayflower ready for restoration, we look forward to hearing how he gets on*

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

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## Editorial

MY FIRST task in this Editorial is to thank those members who kindly sent in letters and articles for publication, any that are not in this issue will be included next time. This does not mean that the rest of you need not bother to send in details of your restorations, rallies, etc. Far from it . . . keep them coming, please.

We have now got a full-time Editor in the person of Phil Benson, who is kindly taking over the duty. Again it is another committee member taking on another responsibility. What would we do without them? I am sure Phil will be pleased to receive your snippets, so once again, keep them coming.

There are two insertions in this issue, the minutes of the AGM (a bit on the late side owing to production difficulties) and a Questionnaire on various aspects of the club. Please make an effort to fill in your comments and return the form. We need to know what you the members want the club to do.

One particular point is question of awards at the National Rally in the summer, whether it

should be changed, if so, to what kind of award, if any. It's all up to you, so have your say.

Having just returned from Florida (feeling a little cold and jet-lagged) I must apologise for any mistakes, etc in this issue. Also to any of you who have been trying to get hold of me for spare parts. Normal service (if there is such a thing) will resume as soon as possible.

### Copy dates

Copy deadlines for the few issues are: March 5; June 5 and September 1. All correspondence regarding Flower Power should now be sent to Phil Benson.

On behalf of all the committee members may I wish you all the very best of Christmas and a very pleasant motoring New Year.

PUSH BUTTON  
DOOR HANDLES  
STILL AVAILABLE

# Chairman's report

by Peter Benfield

THE WONDERFUL late autumn weather has proved to be a boon to users of classic cars. It has been a delight to see so many older vehicles making the most of salt and grit free roads which we usually have at this time of the year.

Perhaps this change in climate has prompted several classic runs in this part of the country to be organised — including a Classic Car Meet on New Year's Day — what better way of celebrating the first day of 2007 than with a run in your vehicle when it would normally be tucked away in the garage for the winter — let's just hope our freak weather conditions persist over the Christmas period.

A certain unease among club members has been created over the last few months with the irregular production of *Flower Power*. Our success over the last few years has been provided by the continuity of the composition of the club committee.

Last year at this time we seemed to be riding high with a wonderful production of *Flower*

*Power* but such success has proved more difficult to maintain than the committee had envisaged.

I feel there is a real need for new input from members themselves and this is reflected elsewhere in the magazine with a questionnaire — the replies from your returned forms would certainly help the committee to plan for the future.

At the same time the presence of new blood on the committee would not only lighten the load of people trying to fill two posts at the same time. We do appeal for more members to step forward and play a more active role in the running of the club and hopefully if this did happen the club (*your club!*) would then continue to prosper.

In the meantime I would like to pass on Christmas Seasonal Greetings to all concerned and hopefully we may all have an enjoyable time in the coming year of 2007.

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## Letters . . . Scrap book

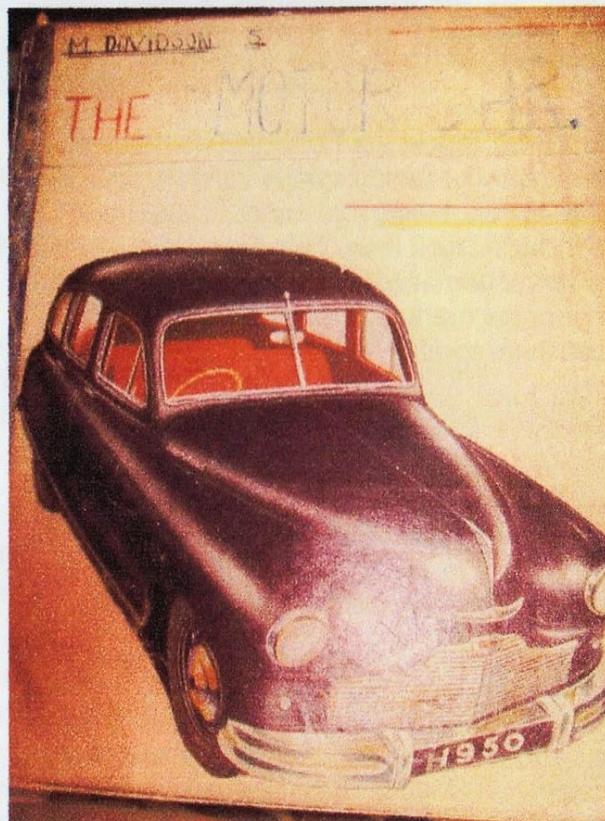
Dear John

As possibly the newest member of the Mayflower Club (1031) I thought an explanation of my interest would be in order. In 1946 my father ordered a Austin A40 Devon and a Mayflower with the idea of taking the first one to arrive.

Well, in 1952, the Austin became available and was duly bought and the Mayflower was released to another customer, meanwhile, I, still being at school carried out a survey on the British motor industry and made a scrap book. (I will post two pictures from this book which should make my point, unable to send them through this magic machine).

I have an A40 Sports, which I have restored and now want to do the same with the Mayflower.

Yours sincerely  
Michael Davidson, 1031



Cover of Michael's school boy scrapbook showing the Standard Vanguard

# Tubed or tubeless

**By Eddie Copson**

I RECENTLY acquired a very rusted and tired looking 1953 Triumph Mayflower that was well beyond the doing-up stage. My initial intention was to dismantle it for the odd spares and other bits and pieces that I was sure to find use for in the future.

One thing I did notice was that someone had fitted tubeless cross-ply tyres. No problem I thought until I also noticed the tyres were fitted without inner tubes.

This took me back to an incident when I was a mere lad in my early teens during the 1950s. At that time I worked on a Saturday helping out in a one-man garage.

A customer came in with his Humber Super Snipe and a set of five tubeless tyres that he acquired from a rather dubious source, "fell off the back of a lorry" was the saying in those days.

The owner of the garage fitted the tyres to his rims, discarding the inner tubes. Within two days he had a phone call from a reputable agent telling him in no uncertain terms what an idiot he was for fitting tubeless tyres to rims that were never designed to take them.

## Earlier Rims (use tubes with these)

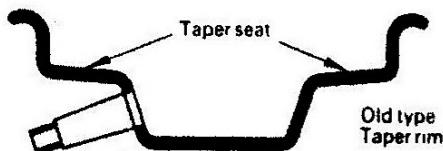


Figure 5/4

## HAVE YOU RETURNED YOUR QUESTIONNAIRE?

Seeing this Mayflower made me think are there any others running around with tubeless tyres fitted to rims without inner tubes. It also made me question my own knowledge of the folly of this procedure. So I sought the advice of one or two people that used to work in the trade, they all thought the same as me.

## Advice

My next bit of advice came from a very helpful man named Chris Merchant, managing director of Vintage Tyre Supplies. He returned my e-mail with a phone call and explained amongst other things that a tubeless tyre fitted to a rim not designed for tubeless runs the risk (when punctured) of the beading coming away from the rim and dropping into the centre well.

This can cause loss of handling. Tubeless rims are designed differently to tubed. An example is given in the illustration:

I wonder in the event of an accident whether an insurance assessor would say, "no it doesn't matter if incorrect tyres are fitted".

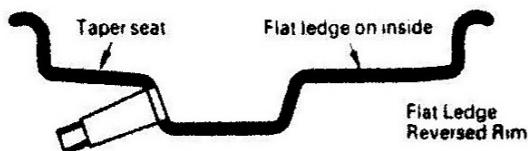


Figure 5/5

## Current Rims

With the introduction of the tubeless tyre, it was found that if the earlier style rims were used, the seal between the tyre bead and rim could be broken under harsh cornering conditions, causing deflation and possible loss of control of the vehicle. For this reason, various new styles of safety rim profile were evolved aimed at preventing the bead/rim seal being broken, eg:

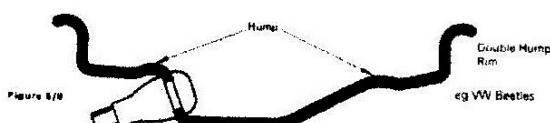


Figure 5/6

# Rally planning meeting

**Walsall, Sunday November 26, 2006**

FOR THE TIME of year we had quite a pleasant if windy day to travel up to the annual rally planning / committee meeting in Walsall, near Birmingham, England.

Nine members attended the meeting, Peter Benfield, Phil Benson, Eddie Copson, Steve Coulman, Fred Newman, Paul Norton, John Oaker, Howard Pryor and Maurice Wilkes.

The Chairman opened the meeting at 1.30 by welcoming us all to Walsall and thanking John Oaker for once again allowing us to use the school premises where he teaches for our little gathering and for organising tea and cakes for afternoon tea.

The suggested agenda was:

1. Rally Secretary to advise date and venue for the 2007 rally and tell us a bit more;
2. A review of the 2006 rally and how we can improve on it and how to persuade more members to attend with and/or without Mayflowers;
3. A discussion re the raffle, tombola and prize-giving;
4. Any otherbusiness.

As everyone seemed happy with the agenda, we started to discuss the first item.

Eddie Copson told us all that the rally date is confirmed as Sunday, June 24, 2007 and the pre-rally dinner is on the Saturday evening, June 24 at 7.00 pm.

The venue for the rally is Hatton Country World, Warwick. We were last there in 2002 but as there is so much to see and do for all the family it is one of our most requested repeats.

The dinner on the Saturday evening will be at Honiley Court Hotel just four miles from the rally venue and rooms are available at a very good rate. Book the hotel directly and the meal through Eddie Copson. Full details are published on the website and in *Flower Power* so are not repeated in the meeting report.

The meeting discussed last years rally. Eddie felt that far too much had fallen onto far too few people to do on the day. The general mood was that this had probably been true and that as a result the day had been more fragmented than on some other club rallies and the club had

been less welcoming to both old and new members and friends than we would have liked. The main reason being the busy people had been too busy doing and the others too busy talking to their own small groups of friends.

The meeting all felt, as a group, that if anyone came last year and felt left out of things on the day, the committee did not intend this, apologises to them and will be working a lot harder this year to make sure it does not happen to anyone in 2007. So folks, please come again and lets all have a great day together.

The meeting then discussed the raffle and tombola. Too few people were helping sell tickets and take a turn behind the counter on the day.

We have two alternatives: a) Scrap them altogether as they only make about £70 for each of the two clubs anyway; b) Organise a rota for people to man the counter and sell the tickets (Eddie is now awaiting any volunteers, if none have been found by March it looks as if it will be option "a" that will be selected when we review this again at the AGM in March.

## Prize giving

Prize giving was also discussed. There is a strong view being expressed by several committee members that the car judging is taking over from the social side of attending the rally and that this makes it less of a family day and more of a "geek's day".

Howard spoke eloquently of how the concours competition gave members a clear goal to aim for, with a higher and higher quality of car coming through. Steve felt it discouraged members less able to spend vast quantities of money from attending as they felt rather second class, yet may well love their cars as much and could even use their cars more.

It also discouraged those who went a bit wider of the norm by painting cars non-original colours, putting on wire wheels, or screen visors, headlamp peaks, etc.

One suggestion was to have a "star" independent judge pick the "car you would most like to take home" or the "most

"interesting" car. Others wanted us to revert to all members attending (with a car or without?) having a vote for top car and then naming the first, second and third instead of having appointed judges naming the concours and the best five.

Most people felt we gave too many prizes and that those who came close, in possibly the next five nicest cars, were missing out by not much yet going home with nothing. One or two at the meeting voiced the opinion that perhaps everyone attending should be given a token — a pen, or a bottle of wine, were just two of many suggestions made. But that car prizes should be scrapped.

## Questionnaire

Clearly the meeting was taking sides and wisely, Steve Coulman suggested consulting you (the members).

He volunteered to produce a questionnaire, that should be included in the next magazine. All you have to do is fill it in and send it back to Steve and he will collate the info and we can



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discuss it at the next AGM meeting in Walsall on March 25, 2007 (2.00 pm).

May be we will change things then in time for the 2007 rally . . . There is one more thing you can do. Come to the AGM in March and have a say.

## Any other business

Peter Benfield reminded everyone that he had advised his intention to retire as Chairman effective March 2007 AGM. Howard Pryor advised that he did not wish to be nominated as a candidate.

We would like to receive any nominations before the AGM. It is possible that other committee members feel they have been in the same job long enough and are ready for a change. The committee as a whole feels it is probably overdue new blood.

If anyone wants to take a part in helping to run the club and feels they can contribute then please get in touch and/or attend the AGM. We currently have an acting Editor; an acting Secondhand Spares Secretary; and who knows what other vacancies on offer. Any interested parties out there?

The Chairman thanked everyone for a very open and interesting meeting and closed the meeting at 4.30 pm.

*Letters . . .*

## Knobs and things

Dear John,

When RTV and I first met, I was overcome with pity. Forlorn and downcast, she appeared. One of her less attractive features were the dashboard knobs. I was reminded of a time years ago when I sported a mouthful of unattractive teeth, cracked and misshapen, in need of some dental style and attention (the knobs, that is).

I trolled the internet and sought out suppliers of round acrylic bar without success. Clear acrylic, clear coloured acrylic, sheets of acrylic, this-that-and-the-other acrylic, and a variety of other stuff that was useless to my needs.

So, in one of those waking inspiration leaps of progress, the morning dawned when I remembered I had a friend in Manchester, Fred Aldous.

I had cast acrylic some years ago and his catalogue stated, wait for it, *Ivory*. "Darul dew".

Thirty-nine pounds later I received Fred's casting kit and utilising the cardboard centre tube from an unused roller blind in our shed (you know — one day it might be handy thing) I cut up the tube into various lengths.

In the drill press I bored some one inch holes and stood the tubes upright, having sealed the bottoms with the ever trusty duck tape. The mixing went without incident and I poured — mindful of Fred's advice about air bubbles — in other words, slowwwwwly.

The waiting commenced. I had to satisfy myself with just a little prodding as the hours

passed. The next day I stripped the cardboard tube and was enthralled at my efforts. Beautiful sticks of creamy coloured acrylic, just begging to be made into dashboard knobs.

To the faithful lathe and away we went. Acrylic is lovely stuff to work on. Rather like MDF, but tougher. Each knob was custom sized because of the different degrees of degradation.

I got all ambitious with being flushed with success and made a ring to encompass the ignition switch/light thing. "No-Nails" to the fore and schtuck. Behold, a-born-again dashboard.

Of course, had I waited for Secretary's membership stuff to arrive, with spares list, I could have bought a new set with a lot less heartache. But then — would it have been as much fun? Anyway, my feeble flimsy fingers seem much more at home with the larger format.

Ken Walker, 1030

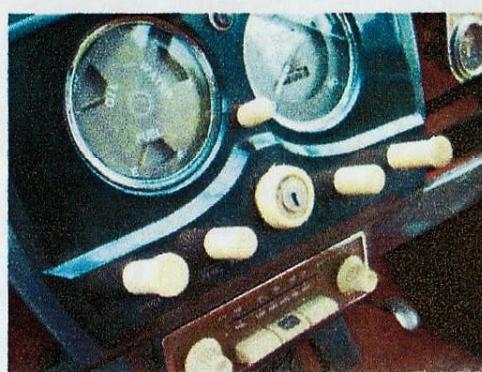
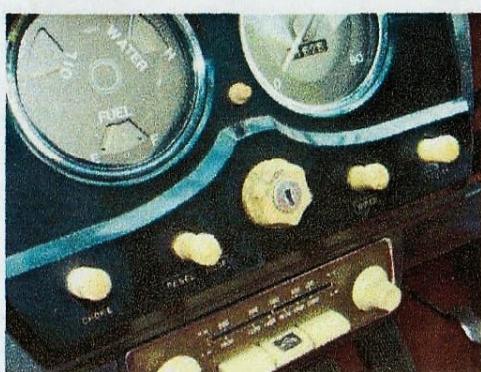
## Radar detector!

Hello,

I have been looking at your website and thought it would be a good opportunity for us to have reciprocal links to each others websites. Here is the page that your link will be posted onto, you will note that this address has a page rank of 4 and is still rising. [Http://www.radar-detector-shop.co.uk/link-partners.htm](http://www.radar-detector-shop.co.uk/link-partners.htm)

Kind regards, Matthew Nicholls  
K300 Ltd

*This was received recently on our website — anyone interested needs a super quick Mayflower!!!! — Ed*



Before and after picture of Ken's achievement

*Letters . . .*

## Time to be restored

Dear John,

Being one of the club's youngest members (in membership only) my present project may be of interest to those members who have similar Mayflower projects either in hand or in mind.

XRL 964A (formerly YMY 68) was first registered on May 9, 1953. In March 1991 she was resting on the forecourt of a local garage whose owner was more than anxious to sell her as she, in his opinion, demeaned the rest of his more modern stock.

I acquired her on April 2, 1991, for the princely sum of £200. Although running (just) the car had not been on the road for over two years and obviously required a considerable amount of TLC. The photograph does rather flatter the old girl's true condition.

At the same time I was rebuilding a 2-litre AC Saloon bought some time previously in bits to be followed by the building of a replica AC Cobra for my son-in-law. The Mayflower was therefore confined to his garage for a further 14 years before I was able to bring it home earlier this year.



Since then having jacked her up on axle stands I have removed the wheels, bonnet, radiator, doors, passenger side windows, boot, spare wheel tray, petrol tank and seats.

This has enabled me to ascertain the state of the floor and chassis. The latter looked more than depressing as all areas contained a thick mixture of mud, oil and peeling underseal. Having labouriously removed most of this I found the chassis generally sound apart from the area around the rear jacking points and the bottom rear edges of the front wings.

The latter can (I think) be repaired with new wing patches, with outriggers and sills also being available if required. As I am not a welder I intend asking a local garage to check these problem areas and hopefully confirm they can carry out the work.

Until this is done there is little point in removing the mechanicals for refurbishment. If all goes well the intention is to remove the whole of the braking system, engine, gearbox and everything else that is removable leaving the bodyshell for stripping to bare metal and respray.

Thereafter the plan is to start the refurbishment of the mechanicals capable of being rebuilt and replacing those beyond repair. I am hoping to complete the work over the next two years and if our esteemed Editor thinks it of interest I will report on progress from time to time (*Yes please, Ed.*).

I am sure I and other members appreciate the work involved in being the temporary Editor in addition to your other duties and having to find time for a private family life.

Neil Teague, 1012

XRL in her "as acquired" condition back in the 1990s

# Annual Rally details for 2007

**By Eddie Copson, Rally Secretary**

IT'S THAT TIME again when all clubs are looking for sites for their annual rally. Well we have got in early this year and secured one of our favourite sites for 2007, Hatton Country World.

We last visited there in 2002, which incidentally was my inauguration, to not only rally meetings but also meeting lots of Mayflower owners as it was the year I joined the club and acquired my little Flower, in fact my first and only ever classic car. That must surely make me something of a novice amongst our seasoned members.

The date for the rally is Sunday June 24, 2007 at Hatton Country World, Warwick.

Let me tell you a little about the venue.

We will be rallying at the side of Hatton Shopping Village in a spacious field a short distance away from the main car park, craft shops, café, toilets, etc.

Hatton consists of two side-by-side attractions: Hatton Shopping Village and Hatton Farm Village.

**The Shopping Village** is free to enter and has been created from Victorian farm buildings in the heart of the beautiful Warwickshire countryside. Hatton brings you a wonderful mix of shops, 25 in all both traditional and contemporary in the most tranquil settings.

With a whole host of new shops recently added, you'll find a wide range of everyday, unusual and specialist products. There are home and garden items together with one of the largest Antique Centres in the Midlands. There are just too many different shops to mention here. You can take a break and enjoy a drink, tasty snack or meal in the Farmhouse restaurant or café.

**Hatton Farm Village** is a fun packed paradise for children and adults with a unique mix of animals and activities together with daily demonstrations.

Part of the farm is free but Mayflower members can get a group discount by showing proof of taking part in the rally.

We will once again be rallying with our friends, the Triumph Roadsters, so we can look forward to a very full and interesting day.

There is a caravan site available at a charge of £5.00 per night. Please phone Amy Wright, Marketing Assistant, on 01926 843411 and book yourself in.

On the day before the rally arrangements have been made at the **Honiley Court Hotel** just four miles from Hatton for our members to dine and stay the night if they wish.

The hotel at the moment is three star rated but will by the time our rally comes around be totally refurbished and upgraded to four star. We have been told there is to be £13,000 spent on each of the bedrooms before we arrive. Bookings have been secured at this year's prices.

Members will have to **book their own rooms** with the hotel quoting "Early Triumph Club" on 0870 609 6142 so **book early to avoid disappointment**. The club has held just 25 rooms so be warned.

The costs of the rooms are as follows: Bed and breakfast £75.00 per double room; Bed (no breakfast) £55.00 per double room.

All members are invited to dine at the hotel on the Saturday evening but as last year there has to be a limit on the number dining. This year's limit is 60 diners.

The cost and menu are not yet available but should be around £22.00 for a three-course meal. More information to follow on this later.

## Book early

Booking for this should be made **direct to me** with a cheque made payable to "Triumph Mayflower Club" for £22.00, any minor adjustment to the meal cost will be rectified later. My address is inside the front cover of the magazine. Once again please **book early**.

The car park is covered by CCTV and overlooked by the bedrooms we have booked.



there is also a patrol during the night so vehicles should be very secure.

*Please don't miss this, our National Rally, it makes all our organising and efforts so much more pleasurable with a good turnout by the membership.*

#### **Stop Press:**

*Those lovely cars, the Pre 1940 Club Triumphs and Standards, will be joining us and sharing our pitch which will make it an even more interesting day for everyone.*

#### ***Letters . . .***

## New love

Hello,

I'm a new kid on the block (at 69) and it seems your desperate for magazine copy.

To start on a slightly negative note, my true passion has always been the Renown. I rebuilt the engine on a 1949 Renown for a friend when I was a lad. The four of us wrote the thing off in a crash. As Renowns are like Mersey virgins to get hold of, I decided that the Mayflower would have to suffice.

It was through the internet that I found RTV 994. Forlorn, downcast in a building alongside Jags, Astons, and Daimlers. Which, whilst according me some mild interest, could not stop me for feeling sorry for said RTV.

I had travelled down to South Wales having perused several good photographs; I optimistically took my cheque book. At the sight of the forlorn one, and having established



*At rest outside the garage*

that structurally all bits appeared to be sound, I wrote a cheque.

RTV was "lo-loaded" to Merseyside and appeared to cheer up a bit. I certainly did. As RTV rolled down the trailer ramp; I knew, for the first time in yonks, that I was in love!

I acquired a set of rim embellishers (North Hants Tyre Ltd, £49+) and realised that, for the first time since our meeting, RTV was smiling back at me.

There are several jobs that need my attention, revitalise (or similar) the front leather seats; dashboard knobs need a facelift; I might even go as far as changing the colour, grey is not my favourite.

Whatever we get up to in our new-found relationship, I promise I'll bring it all to your attention. So watch this space and remember us in your devotions.

Oh, by the way, I was born in May — d'you think this has a bearing on my . . .

*Regards Ken Walker, 1030*



*Ken's Mayflower on a downhill run!*

*Letters . . .*

## Exhausting

Dear John,

Needing a new front exhaust pipe I made enquiries with the club Spares Secretary whether he had one as I already had a 'new — old stock' silencer box, and a half promise of a rear pipe from Dave Stafford.

My intention was to use these as a temporary exhaust on my restoration vehicle when I was ready to get the engine running and thus one day would be able to be finished enough to try to get an MoT and then I intended to take it to have a stainless steel exhaust fitted by one of the specialist stainless steel exhaust manufacturers.

John Gogay said he thought he had an old front pipe lying around that I could have and so I went over and picked it up. However, when I got it back home it turned out not to be a Mayflower front pipe but off something else as the fitting to the manifold was nothing like the Mayflower manifold fitting.

I decided to try to order a front pipe and started ringing exhaust suppliers.

One company said they could locate and supply a front and back pipe, in stainless, for quite a reasonable figure. I decided to place an order just for those, and use up the old silencer I already had.

About a week or so later they rang to say the items were in stock. I quoted them my plastic details and two days later the two pipes arrived. To my great disappointment these were also the wrong pipes, being much thicker than the Mayflower exhaust and again having a different flange fitting at the manifold.

I rang them up and they put me in direct contact with their supplier who turned out to be GES of Willand in Devon. They double checked and discovered that I had been supplied with Triumph Roadster pipes.

They also discovered that they did not have a pattern for a Mayflower exhaust. They said that if I could provide a full pattern for the Mayflower and return it to them at the same time that I return the Roadster pipes then they would be willing to make me a full system at a very good discount.

I was then faced with the problem of getting hold of the full pattern. The next weekend I was booked into the local Redhill Steam Rally and by a coincidence Dave Stafford was also booked in.

We only live about 15 miles apart but still normally only bump into each other at about two rallies a year — so to have one booked so soon was highly fortunate. I rang Dave and asked him whether he still had the rear pipe and he said he did so I cheekily asked him if he would bring it to the show and lend it to me as the rear pipe pattern. He agreed and duly brought it along to the rally at the weekend.

The same night that I rang Dave, I also rang Peter Benfield, who has been our secondhand spares secretary for some little while, to ask if he had a front pipe. He told me he didn't have a complete one but still had the one he had cut off his car when he fitted a stainless exhaust.

Peter posted it to me the next day and I then managed to wire the three Mayflower pieces onto the two other pipes to be returned. I then used up loads of corrugated cardboard, bubble wrap and parcel tape to make up a parcel that resembled a miniature Santa's sleigh.

I rang GES to let them know that I had now assembled the pattern and parcelled it up and they arranged for their courier firm to collect it, which they duly did the next day.

Two weeks later I duly rang them, the original firm I ordered from had refunded my first payment and so I then paid GES directly, by plastic on the phone at the discount rate.

When I got home from work the day afterwards I found a huge box had arrived. When I unpacked it all I discovered that I had received a full new stainless system, well packed and they had sent me all the original patterns back exactly as promised.

I bought a few clamps and mounting bits from Halfords on the following Saturday and fitted the manifold and the whole exhaust system on the Sunday. Every piece fitted perfectly and it hangs beautifully.

Everyone I have mentioned above, in the Club and at GES, were fantastic and deserve a very special "thank you" from me. If anyone is looking for Mayflower exhaust parts in stainless steel at great value prices then you could do a lot worse than ring GES in Devon on 01884-821237.

Phil Benson, 490

## FLOWER POWER

**List of Members**

Members printed in bold are in arrears and will cease membership on January 14 2007. Please note that subscriptions become due on March 31 2007. Those members who pay by direct debit and have DD20 in bold would they please update their payment to £25.00. Where question marks appear (?) Members are asked to contact the Membership Secretary with the relevant details

No:	Paid to	DD	Name and address	Telephone/E-mail
	0	hon		
	2	hon		
	3	hon		
	20	2007	DI	
	42	2007		
	<b>60</b>	<b>2006</b>		
	93	2007		
	119	2007		
	<b>172</b>	<b>2006</b>		
	211	2007		
	262	hon		
	<b>359</b>	<b>2006</b>		
	364	hon		
	<b>374</b>	<b>2006</b>		
	399	2007		
	409	2007	DI	We are unable to display members details at present
	427	2007		
	445	hon		
	450	2007	DI	
	462	2007	DI	
	<b>487</b>	<b>2006</b>		
	490	2007		
	507	2007	DI	
	<b>538</b>	<b>2006</b>		
	548	2007	DI	
	544	2007	DI	
	551	2007		
	555	2007		
	570	2007	DI	

## FLOWER POWER

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## FLOWER POWER

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**FLOWER POWER**

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## **1953 Triumph Mayflower**

### **BLACK WITH FAWN INTERIOR CONDITION 2 OR 3**

Reason for sale: almost completed a full restoration of another Mayflower and as it has taken me 12 years I cannot face doing up another one!!

First Registered on 25th May 1953, the week before Queen Elizabeth the Second's Coronation

This car has a current MoT test until April 2007, is tax free and is in very genuine and fairly original condition and is pretty honest underneath. The car would benefit from a full body renovation and a nice retrim, having faded and scratched original paintwork with some body filler in wings, driver's door droop and some bumper chrome, especially at the rear needs redoing.

The engine runs well and oil pressure is steady at 50 psi after a full engine rebuild about 10 years ago (approx 4,000 miles ago)

The tyres were recently replaced with new radials. Everything is there, and this would be a fairly easy and enjoyable running restoration. The car has made it to most of the annual rallies during the last 20 years and is well known and loved by members attending regularly.

The car was originally registered as JBD 807 but is offered without the original registration number at a fair price to reflect her condition and to ensure it goes to an enthusiastic new owner.

Some paperwork and Coronation memorabilia, eg Buff Log Book, Workshop Manual, Handbook, June 1951 *Radio Times* special edition, etc, etc, can come with the car to genuine purchasers intending to restore and show the car.

**Offers around £650 without registration**

**£2,500 with registration please to:**

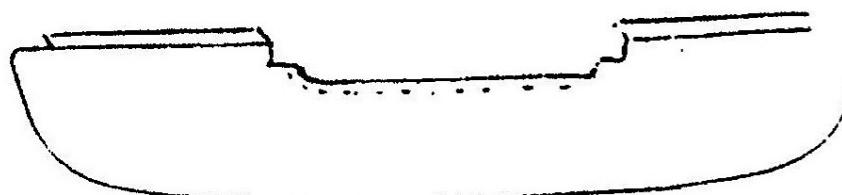
**Phil Benson - phone 01737 772202**

# Classic Car Sills

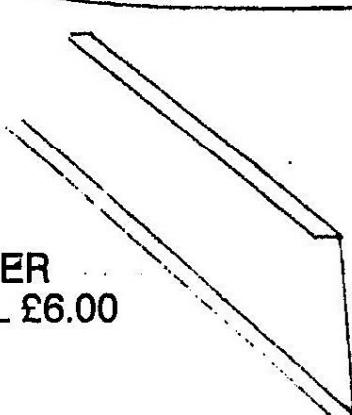
Parts for the Triumph Mayflower



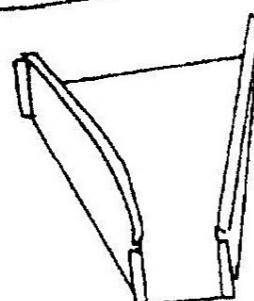
SILL £20.00



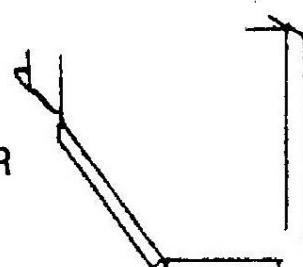
FRONT  
APRON £45.00



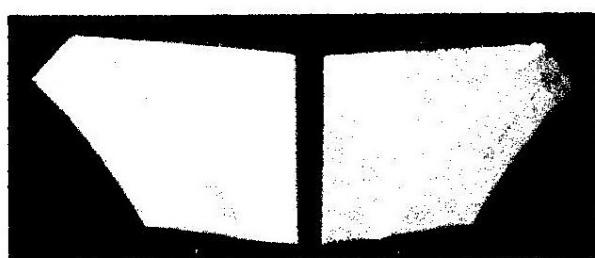
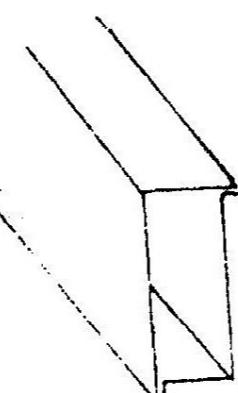
INNER  
SILL £6.00



OUTRIGGER  
£7.50



REAR SPRING  
CHASSIS  
£7.50



BOTTOM FRONT WING PATCHES £15.00



FRONT WHEEL  
ARCH SPLASH  
PANEL  
£4.75

**J. COLLIER**

4 Mortimer Road, Kempston, Bedford MK42 8RE  
Tel: 01234 840958 (Evenings) or 01480 477530 (Works)



*from all the*  
*Triumph Mayflower Club*  
*Committee Members*